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BIRTH.

On the 16th September, at Singapore, the wife
of B. Monks, of a daughter.

MARRIAGE.

At the English Church, Nagasaki, on Monday,
the 17th September, 1900, ELLWOOD GARFIELD
BARRETT, youngest son of Mr. Henry S. BARRETT,
of Boston, Massachusetts, United States, to ANNIE,
eldest daughter of Captain Robert Neill WALKER,
of Nagasaki, Japan.

DEATH.

On the 16th September, at 1 p.m., at her resi-
dence, 82, Institution Hill, Singapore, SUSANNAH,
wife of Archibald CAMPBELL.

The Daily Press.

HONGKONG OFFICE: 9, PRATY CENTRAL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, September 26th, 1900

At the annual meeting of the Hongkong branch of the China Association, held at the City Hall on Monday, the great point brought out in the Chairman's interesting speech was the fact that that body's failure to carry out its programme. As Mr. FRANCIS remarked, the principal object for which the Association was formed is expressed in the first paragraph of the memorandum of association—or what passes for such—as follows:—"To represent, to express, and to give effect to the opinion of the British mercantile community in their political and commercial relations with the Chinese and Japanese." He added, and with truth, that the Association had very fairly represented and expressed that opinion on the main topics that had agitated it, but had altogether failed to give effect thereto. This, in his opinion, and in that of the energetic Hon. Secretary to the London branch, Mr. GUNDEY, was due to the Association having practically constituted itself, or suffered itself to become, a sort of intelligence department or confidential adviser to the Foreign Office. This rôle was no doubt originally accepted by the London Branch in good faith, believing that the representations they would be able to make would always suffice to secure the support and action of the Foreign Office. The idea inspiring this arrangement probably was that the correct views of the mercantile community in the Far East would be clearly laid before the Foreign Secretary, that in return the objections to their proposals would be revealed to the Association, that some settlement, either by compromise or by persistent pressure in cases where

the justice of a claim or proposal was undeniable, could be reached without the endless negotiations which usually attend such questions. But the Association had reckoned without the host. The Foreign Office were willing enough to receive information and to accept advice, but they were only prepared to act on the latter when it was quite convenient. Unfortunately delay is the favourite weapon of Chinese diplomacy, and the Foreign Office, always beset with intricate questions in all parts of the world, was only too ready to take a leaf out of the Celestial book and hang up a troublesome or knotty question for consideration at a more convenient season. This course, while entirely consistent with the traditions of the Department, and eminently satisfactory to the permanent staff, is calculated to irritate and exasperate those suffering loss by needless delay and worried by the uncertainty attending long drawn-out negotiations. The Association, as we have said, in the innocence and confidence of their hearts, had reposed fullest faith in the desire of the Foreign Office to uphold the national interests. But alas for this misplaced faith! Statesmen like Princes cannot be relied upon; the exigencies of the hour too often outweigh convictions of justice, sentiments of honour, and even considerations of patriotism. Such an arrangement as that tacitly agreed upon by the China Association and the Foreign Office could not, therefore, become permanent. The patience of members was sure to flicker and eventually die out under such conditions; and the Association now, at a rather late date, it is true, recognises that its methods have hitherto not been the soundest or the most expedient, however natural and reasonable they at first seemed to the inexperienced mind.

Impatient with the adherence of the China Association to its methods of dealing with the Foreign Office, a number of influential personages in London have formed the China League, which is apparently going to be worked on the lines of the Navy League. The latter have long since recognised the futility of appealing to the Admiralty alone; they go straight to the British public, and their little organ is always filled with statements, carefully backed up by statistics and facts, in which their case is convincingly put. It is not impossible that its persistent attacks upon Mr. GOSCHEN's administration of the department have influenced that eminent Minister to announce his intention not to seek re-election. If so, the Navy League has not laboured in vain. Mr. GOSCHEN, although one of the foremost statesmen of his time, an accomplished scholar, a fine speaker, and probably the greatest living financier, has not been a success at the Admiralty. It is almost ungracious to say so, having regard to Mr. GOSCHEN's splendid services to the nation, his noble adherence to principles rather than to party, and his successful career at the Exchequer. But the fact remains, the right honourable gentleman has not maintained the Navy at the point desired by the nation; he has not even spent the money voted for its augmentation; and justifies his inaction by asserting its efficiency. Naturally this is a question of opinion, but naval experts do not agree with the First Lord, and there is a suspicion that he could not divest himself of the perhaps natural reluctance of the ex-Chancellor of the Exchequer to be lavish with the sums voted. He has been weighed by the Navy League in the scales of prudence and found wanting; the League declare the nation's commerce is under-insured, and accuse the First Lord of imperilling this great interest. It is well, therefore, that Mr. GOSCHEN has seen fit to retire from office. He has thereby saved his colleagues much tribulation and greatly improved the prospects of his party at the general election. His action was no doubt dictated by a patriotic desire to secure unanimity in the Unionist ranks, and he will have his reward. Here then, we may urge, is a concrete instance of the wisdom of the Navy League's tactics. They have appealed not to Caesar but to the people, and the voice of public opinion, echoed in the Press, and on the Platform, has been instrumental in bringing about a resignation which should pave the way for all-important reforms and extensions at the Admiralty. By all means, therefore, let the China Association follow the methods, where possible, of the Navy League. They will, of course, find it more difficult to arouse the public interest in the affairs of a distant corner of the world than to kindle the British imagination over the condition of England's first line of defence; but recent events have done much to lessen the task, for the Anglo-Saxon world are now to a great extent alive to the importance of their stake in Eastern Asia, the vast trade developed and the dangers now developing from Chinese treachery and foreign rivalry. To keep the Press and public well informed on every question bearing on British trade and industries in the Far East, and by their means to bring pressure to bear on the Foreign Office, seems to be the only certain way of securing the needful action by Her Majesty's Government.

No fresh plague cases or deaths were reported during the 24 hours ending at noon yesterday.

Chan Mi, the master of fishing boat No. 8,141, was yesterday fined \$25 for dredging in the man-of-war anchorage. A number of things were found in his boat which had evidently come from the war-vessels.

On Saturday afternoon Inspector Duncan visited the shop of Chan Ting, of 22, Connaught Road West, and found there several weights which were much too light. The man was taken before Mr. Hassland yesterday and fined \$100, or two months.

Apart from the one fatal plague case last week, only two cases of communicable disease were reported as occurring in the colony during the week, viz. two of enteric fever, in the City of Victoria. Both ended fatally.

Direct telegraphic communication between Penang and Bangkok has been established for some time. But there has been no traffic, owing to the Siam telegraph department discovering that the tariff it had agreed to is cheaper than that in vogue in Siam, and declining to keep the line open.

The death-blow has been given at Wuchow on the West River to any chance of the inland water concession being carried out. The official who was to have initiated the preliminary measures was removed many months ago by the Governor of Kwangsi, at the instance of the local officials; and we now learn that the office which had been provided for his occupation has been sold, to be used either as an eating house or gambling-shop, or possibly as a combination of the two!

We received yesterday afternoon from Mr. Rounseville Wildman, U. S. Consul-General, the following typhoid warning, dated Manila Observatory, 25th inst., 11.30 a.m.:—"The typhoid has probably divided into two centres. One centre seems to have crossed to the south of Luzon and is now in the neighbourhood of Mindoro moving towards W. or W. S. W. The other centre is off the east of Luzon in the Pacific."

We call our readers' attention to the Concert to be held on the Parade Ground, Headquarters, in aid of the Ladies' Military Hospital Fund to-night, Wednesday, 28th September, commencing at 9 p.m. A notice giving full details appears in another column. Among the vocalists are Mr. Alec Marsh and many of our leading local singers. The Band of the R.W.F. is kindly lent for the occasion by Major Everitt and the Officers. The proceeds of the Concert will be given in aid of the Ladies' Military Hospital Fund.

The N.C. Daily News comments on an interview granted by "Miss MacDonald, daughter of H. M. Representative in Peking," to a member of the staff of the *Asahi*, and says that the fact that Miss MacDonald is somewhere about six years old accounts for the following statement which closes the summary:—"When the fire of the Chinese shackled the beleaguered folks organised a social entertainment to keep up their spirits, and founded upon the water-melon sent by the Empress Dowager, no other kind of food or drink being available."

According to the N.C. Daily News, writes a correspondent long resident in China, Sir Ernest Satow, the Minister at Tokyo, is to change places with Sir Claude MacDonald and go to Peking. "It would be difficult to make a worse selection. Sir Ernest Satow, though personally popular, has never made any mark in Japan, and as a Minister has not gained the respect of the British residents. His only recommendation for the post is, in fact, that he has always been ready to coincide with the Mikado's Government. It may be advisable to remove from Peking the other; but Sir Claude MacDonald has been handicapped by the British Foreign Office, who have ignored his warnings and advice, and undermined any influence he could have brought to bear on the Taungthay Yamen. He certainly deserved better treatment than to be sent to a nominally lower, though certainly more agreeable, post." Another report comes from London to the effect that "Mr. Byron Brennan, C.M.G., is coming out as Minister to China to relieve Sir Claude MacDonald, whose term of office soon expires." This report, of course, is incompatible with the other story, but some are inclined to give credence to it.

The other week a man and woman named Fung Kan, alias Fong King Toi and Chan Li, were sentenced to six months' hard labour for kidnapping a small boy. The man was a servant at the Hospital Sisters' quarters, and an examination of his room caused the police to suspect that this was not the first kidnapping case with which he had been concerned. They accordingly prosecuted enquiries which have resulted in another charge of a similar character being preferred against him and his partner. It seems that in June last a girl named Tai Mai was kidnaped from her home at No. 54, Graham Street. On the 18th of August the woman who acted as snail at the latter address was going down Aberdeen Street when she saw the little girl on the verandah of No. 7. She at once went into the house, secured the child, and carried her to the Police Station. The police went down to the house, but found that the occupants had already flown. The other day the girl was asked to take the police to the place where she stayed when taken away from her home, and she at once led them into the male defendant's room at the Hospital Sisters' quarters. Some of the articles of clothing found in the room were recognised as the girl's, and the girl identified the defendants as the people with whom she stayed. The defendants were brought before Mr. Hassland yesterday and remanded until Monday next.

A Mining Lane report on the outlook of the tea trade observes that it is not at all brilliant, and if the usual supply of China tea fails to reach the London market, Great Britain, Australasia and Canada will have to fly to the Ceylon and Indian markets to make up the deficiency and meet the yearly demand. There is only a short crop in Japan, and there is only about two months' consumption in Great Britain. The prices are already advancing, continues the report, and must still go higher when it is known there will be a shortage of China supplies. One of the unlooked-for results of the Boxer uprising and the miracle of the Chinese Government may be the loss to China of the balance of the tea trade, of which at one time it had the monopoly. Ceylon and India have already pushed China tea out of the British market, and have made themselves felt in Russia, Canada, the United States and other countries. Should it be forced into general use in the United States this season (the China growers may finally lose his last stronghold).

Tinned milk has gone up high in price at Bangkok. The reason given is that so much is wanted for the troops in China.

According to a Seoul telegram, dated the 18th inst., the Korean Government has granted to Japanese fishing privileges off the coast of Kyungkil province for the term of twenty years.

The steamer *Taija Maru*, of the Osaka Shosen Kaisha, which is now under construction at the Kawasaki Ship-Building Yard, Kobe, has just left the ways, and the finishing touches will be put on her as soon as possible. She is of 1,600 tons displacement, and will be used on the line between Tamsui and Hongkong.

At the half-yearly general meeting of the Singapore Club on the 18th inst., it appeared from the report that the past half-year shows a balance against the club of \$1,294. The number of resident members on 30th June, 1900, was 146 as against 140 at 31st December, 1899; subscribing members 47 as against 51 at same date; guests introduced to the club during the half-year 893 as against 897 during the preceding six months. There are 53 country members.

The Nippon Yusen Kaisha has received from the Japanese Government an order relating to the shipping subsidy which will be granted for a period of five years ending September, 1905. It is understood that, under the order newly given, the Company will be unable to fix the passenger and freight rates without obtaining permission from the Government, which will further order the Company, whenever it is deemed necessary, to raise or reduce the rate of freight, etc. It is also provided in the order that the rate of charterage, etc., will be fixed by the Government, and the Company must comply with the rate deemed proper by the Government.

The Annual General Meeting of members of the Hongkong St. Andrew's Society was held yesterday evening in the City Hall. Capt. G. C. Anderson presided. The following officers were appointed:—President, Mr. Jas. McKie, proposed by Mr. David Gillies, seconded by Mr. G. Murray Bain; Vice-President, the Hon. T. H. Whitehead, proposed by Mr. Fullerton Henderson, seconded by Mr. J. C. Peter; Honorary Secretary, Mr. David Wood, and Honorary Treasurer, Mr. D. R. Crawford, proposed by the Hon. J. J. Keswick, seconded by Mr. James MacKie. The following General Committee was appointed by ballot:—Messrs. Bain, Stewart, Robertson, Law and Peter. It was decided that a ball should be held on St. Andrew's Day on the same basis as last year, subscription being \$10, first gentleman guest or married couple \$10, subsequent gentleman guest or married couple \$5.

On the 20th August last the American Association of China sent to Mr. Conger, the U. S. Minister at Peking, a telegram of hearty congratulations on the relief of Peking, expressing also their admiration for the gallant defence of the garrison and the bravery of the relievers. Mr. Conger has sent the following reply, dated Peking, 1st September:—"Dear Friends:—It is comforting to know that during our terrible siege, our friends were thinking of us, and that everything was being done for our successful deliverance; for all of which we are profoundly grateful. Your hearty telegraphic congratulations gave us all great pleasure. Your message has been given general circulation and all bid me thank you every one most sincerely. We have had a hard time, but are all right now, and ready for the reconstruction and reformation that must come, if the work of half a century is not to go for naught! Emphasising my personal appreciation of your kind interest and cordial congratulation, I am, yours very sincerely, E. H. Conger."

An American missionary, in his account to the N.C. Daily News of the siege of the Peking Legations, tells an amusing story in connection with the defence of the Methodist chapel which was converted into a fort by the defenders. It was learnt later, he says, that the Boxers decided that they would need 10,000 faithful and tried men to capture this fort. "It was reported among the Chinese that the Boxers had seen a very large figure in black standing upon the cupola of the church, and although thousands of incantations had been made every evening just before dark, that same figure made its appearance upon the chapel. For this reason the taking of the fort had to be put off. The dreaded being seems to have been Mr. Gilbert Reid, who came to take his watch on the church tower at the same hour every evening. No wonder the Boxers thought it was some supernatural being who had dropped down, when they saw Gilbert Reid's 6 feet and 2 inches in a long black coat, standing on the very pinnacle of the temple."

A Mining Lane report on the outlook of the tea trade observes that it is not at all brilliant, and if the usual supply of China tea fails to reach the London market, Great Britain, Australasia and Canada will have to fly to the Ceylon and Indian markets to make up the deficiency and meet the yearly demand. There is only a short crop in Japan, and there is only about two months' consumption in Great Britain. The prices are already advancing, continues the report, and must still go higher when it is known there will be a shortage of China supplies. One of the unlooked-for results of the Boxer uprising and the miracle of the Chinese Government may be the loss to China of the balance of the tea trade, of which at one time it had the monopoly. Ceylon and India have already pushed China tea out of the British market, and have made themselves felt in Russia, Canada, the United States and other countries. Should it be forced into general use in the United States this season (the China growers may finally lose his last stronghold).

Captain A. S. Vanrenon, of the Malay States Guides, has been appointed Major in that Corps.

Mr. R. J. Wilkinson leaves Penang for Singapore to take up the duties of second assistant Colonial Secretary.

The butchers' strike at Bangkok against slaughtering at the Government abattoir there—just made compulsory by law—has failed.

General Barry of the U.S. army is lying seriously ill at St. Bernard's Hospital, Nagasaki. He arrived from Taku a short time ago on an U.S. transport.

Mr. Kinder, who is in charge of the North China Railway, estimates that it will require £700,000 to repair the line from Peking to Tientsin.

On the 11th instant the police at Bangkok seized a quantity of contraband spirit in the compound of a Roman Catholic church. The search party was opposed with sticks and knives.

Last Monday week, Mr. J. Edgar, the second officer of the S.S. *Saladin*, committed suicide by jumping into the sea from Tanjong Pagar Wharf, Singapore. No reason can be assigned for the rash act.

General Dodds, who is to replace the late General Bognis-Desbordes as Commander-in-Chief of the troops in French Indo-China, is a passenger to Saigon by the belated *Laos*, which left Singapore on the 23rd inst.

The piece of plate subscribed for by 29,000 Russians to be given to General Cronje is surmounted by a picturesque group, representing a mounted Boer vedette with rifle on thigh, standing on the look-out, on the summit of a steep crag, made of a block of porphyry. The base of this block is hollowed out, and shows a woman kneeling behind cover and firing a rifle. The stand is oval in form, measures twenty-eight by twenty-one inches, and is of solid silver, richly enamelled.

The Paris correspondent of *L'Evening du Tonkin*, with the good-taste and regard for truth characteristic of that journal, observes:—"If the allies had not had the folly to confide the task of commanding them to the English admiral Seymour, there would have been neither the march on Peking with 2,000 (!) men nor the bombardment of Taku, nor the bombardment of the Peking Legations. All this happened through an Englishman who lost his head."

Messrs. Varrow and Co. (Limited) have applied an automatic system of lubrication to two first-class torpedo-boats, built by them and just delivered to the Dutch Government, which are intended to increase the naval strength on the Dutch East Indies Station. This system of lubrication was not carried out in the Japanese torpedo-boats. It consists in enclosing the engines completely, making the bottom of the torpedo-boat, as it were, the bottom of a tank to contain oil. A small pump is provided for pumping the oil from the bottom of this tank, and forcing it through numerous pipes led to the different bearings. There is nothing new in this system of lubrication, which has been adopted somewhat extensively for stationary engines, but this is, it is believed, the first time that it has been fitted on board a ship.

A new Commercial Intelligence Branch of the Board of Trade has been established. It is to be in touch with all the representative bodies of British commercial men throughout the world, and in carrying on its business of supplying commercial information, the Branch will endeavor to comply with all applications received which have in view the extension of British trading interests. The Branch will endeavor to supply, on application, information regarding Commercial Statistics, Foreign and Colonial Tariffs, Exports and Consumption Duties, Port, Harbour and Tonnage Dues, Customs Regulations, Consular Fees, Forms of Certificates of Origin, Regulations regarding Commercial Travellers' Trading Licences, Foreign and Colonial Contracts open to tender, Foreign and Colonial Bonds, also Lists of Firms engaged in particular lines of business in all the different localities.

The total foreign commerce of the United States during the fiscal year 1900 is the heaviest within the history of the Union, according to mail advices received from Washington. The figures of the Treasury Bureau of Statistics show a total of 2,224,193,543 dol., being 320,000,000 greater than that of 1899. The exports are 1,394,379,214 dol., or 163,000,000 dol. in excess of those of 1899, which held the record of the largest exports until the record of 1900 was made. All of the great classes show an increase in exportation—fisheries, 1,000,000 dol.; mining and forestry, nearly 10,000,000 dol. each; agriculture, nearly 5,000,000 dol.; and manufactures, nearly 100,000,000 dol. over the 1899 phenomenal year. Imports are also heavy, especially in the class designated as "articles in a crude condition which enter into the various processes of domestic industry." Of the five great classes of imports, articles in a crude condition, for use in manufacturing, show by far the largest growth. Manufactures show a gain of about 20,000,000 dol. over last year; articles of voluntary use, luxuries, etc., also about 20,000,000 dol.; articles of food, about 15,000,000 dol.; articles wholly or partially manufactured for use in manufacturing, 25,000,000 dol.; and articles in a crude condition which enter into the various process of domestic industry, over 75,000,000 dol. The most notable features of the year's commerce are:—First, the increase of the imports of manufacturer's material not produced at home; second, the increase in exports of manufactured articles; and third, the fact that the foreign commerce, for the first time in the fiscal year record, crossed the 20,000,000,000 dol. line.

TELEGRAMS.

"DAILY PRESS SERVICE."

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 24th September, 10.25 p.m.

A DEFIANT EDICT—IN THE
EMPEROR'S NAME.

Local officials report that Prince Tuan has issued a secret edict in the Emperor's name, in which it is stated that the Chinese Government is determined at all costs to continue the war against the foreign Powers.

SHANGHAI, 25th September, 7.55 p.m.

IMPERIAL REWARD FOR THE
DEAD LI PING-HENG.

An Imperial Decree has been issued granting posthumous honours to Li Ping-heng, who committed suicide after the Tungchow affair.

WALDERSEE'S REPORTED
ULTIMATUM.

The officials here are alarmed at the report that Count von Waldersee in an ultimatum threatens to stop all supplies from the Yangtze and despatch an allied force to Shansi unless the culprits are promptly punished.

GERMAN SQUADRON GOES
TO TAKU.

The German ironclad squadron has gone to Taku to-day with the new German Minister to China.

London, 24th September, 7.45 p.m.

U.S. FIRM FOR PUNISHMENT.

The United States Note holds that punishment of the guilty is essentially a condition for negotiations in the final settlement with China.

WILL NEGOTIATE FROM PEKING.

The States have no present intention of withdrawing their legation from Peking. Mr. Conger is authorised to negotiate with Li Hung-chang and Prince Ching.

SIR E. SATOW'S APPOINTMENT.
The *Globe* says that it is notorious that Sir Ernest Satow's appointment to Peking meets with no approval.

THE WAR IN SOUTH
AFRICA.

London, 24th September, 7.45 p.m.

KOOMATIPOORT TAKEN—GREAT
CAPTURES OF STORES.

General Pole-Carew has occupied Koomatiport. Lord Roberts is daily reporting great captures of Boer stores.

REUTERS'S SERVICE.

London, 23rd September.

THE UNITED STATES AND THE
CHINA CRISIS.

The reply of the United States to Germany, says that the punishment of the authors of the recent outrages is essential; but in order to prevent their recurrence nothing would be so effective as punishment by the Imperial authorities themselves. It recommends that China be afforded this opportunity for rehabilitation, and to make the punishment a matter of negotiation in the final settlement. In reply to a communication from Russia the United States Government says that it has no present intention of withdrawing the legation from Peking. It is stated at Washington that it is not intended to employ the military for further offensive operations, and the troops will consequently not co-operate offensively with the Germans under Count Waldersee.

London, 23rd September.

THE GERMAN NOTE.

Only Italy, Austria, and France have replied to the German note which they all accept unconditionally. It is understood that the United States reject the German proposal because it cannot recognise the principle of a country surrendering its citizens to foreigners for punishment.

THE CAPE.

The Cape Treason Bill has passed its third reading.

THE SOUTH AFRICAN WAR.

General Methuen has routed a large Boer convoy between Vryburg and Bloemhof. Lord Roberts is not likely to remain much longer in South Africa.

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IN WHITE RAIMENT.

BY
WILLIAM LE QUEUX.

Author of "Whose Findeth a Wife," "Purple
and Fine Linen," "The Day of Temptation,"
"Of Royal Blood," &c., &c.

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CHAPTER XI.
VOICES OF THE NIGHT.

From my place of concealment I was able to
watch the major closely without risk of detection.
His presence there boded no good. He had
crept slowly up the avenue until within sight of
the house, and was intently scanning the gay
party assembled on the lawn. Was it possible
that he had walked behind me and watched me
enter there?

He was scarcely so smart in appearance as on
the day when he had my bride up the aisle of the
church, and had afterwards lured me to the
cigarette, but nevertheless he retained the dis-
tinctly foppish air of the man-about-town. For
a few moments only he remained there eagerly
scanning the distant group, then, as though re-
assured, he turned on his heel, and retraced his
steps towards the lodge.

Determined to watch his movements, I followed
him until he gained Hounslo station, and there
I saw him turn into a low-built old-fashioned
inn, where I afterwards learned he had been
staying for a couple of days past.

That some conspiracy was being formed I
could not doubt; I set myself to keep
strict watch upon him, I so easy matter, for
from hour to hour I feared that he might
recognise me. It was he who had petitioned
the Archbishop for the special license for our
marriage; he who had with some mysterious
motive posed as the father of the woman I now
loved. Surely she must have known that he
was not her father, and if so, she herself had
taken part in a plot which had so nearly cost
her her life.

But was she not dead when I found her lying
there? Most certainly, I could have sworn
before any coroner that she was lifeless. The
puzzle was bewildering.

The major's movements might possibly give
me some clue. It was fortunate that we had
met.

At a cheap clothier's I had purchased a rough
second-hand suit, and a bowler hat, much the
worse for wear, and these I had assumed in
order to alter my appearance as much as possible.
For a well-dressed man in a silk hat is some-
thing remarkable in a place like Hounslo. About
nine o'clock, that same night, while I stood
sighing about the station with my eyes ever upon
the inn opposite, my vigilance was suddenly
rewarded; for the major emerged leisurely,
carefully lit a cigar, and then strolled across
the railway bridge and down the road towards
Whitton. Darkness had not quite set in, there-
fore I hesitated to follow him; but fortunately
I had explored the neighbourhood thoroughly
during the past few hours, and knew that by
crossing to the opposite platform of the station
I could gain a footpath which led through fields
and market gardens, emerging into the high-
road almost opposite the gates of the Park.

This by-way I took, and hurrying down it,
arrived at a point near the lodge fully five
minutes before he appeared along the road.
The gates were, however, closed.

Would he ring and demand admittance, I
wondered.

When about two hundred yards from the
gates he suddenly halted, glanced up and down
the road as though to make certain that no one
was watching, and then bending down squeezed
himself through a hole in the wooden fencing
which disappeared. He evidently knew that the
gates were locked, and had already discovered
that mode of entry, if indeed he had not broken
away the palings himself earlier in the day.

Without hesitation, I hurried forward over
the grass by the roadside, so that he might not
hear my footsteps, and discovering the hole in
the paling, entered after him. I found myself
in the midst of hawthorn bushes and thick
undergrowth, but pausing and listening intently
I soon detected which direction he had taken
by the noise of breaking twigs. For some ten
minutes I remained there, fearing to move lest
the noise might alarm him, but when at last he
was out of hearing I crept forward, breaking
my way through in the direction of the avenue.
The night was hot, and so still that each sound
seemed to awaken the echoes.

What if he had paused and, becoming
alarmed, he had pushed forward as I could.
It was quite dark, and I could discern
nothing in the obscurity of the copse. At
last, however, branches having scratched
my hands and face, and my clothes having
been badly torn, I emerged into the drive
up which I had passed that afternoon. I stood
listening, but could hear no sound beyond the
howling of a distant dog and the roar of a train
on its way to London. I strained my ear to
detect in which direction the major had gone,
for a footstep on the gravel can be heard. All
long distance in the silence of the night. All
was, however, quiet—a stillness that somewhat
alarmed me, for it occurred to me that he
might be lurking somewhere among the dark
bushes and perhaps watching me with secret
satisfaction.

With the greatest caution I crept on, walk-
ing noiselessly over the grass in the direction of
the house. As soon as the old mansion came into
view I saw that lights burned in many of the
windows, and from the drawing-room, where the
open doors led on to the lawn, came the lively
strains of dance music.

From my hiding place I could see the high
lamps, with their shades of yellow silk, and now
and then bright dresses flashed past the long
windows. A couple of figures were strolling
up and down before the house. I could see
their white shirt-fronts in the darkness, and
knew that they were men smoking and
enjoying the night air. The waltz ceased, and
as I listened a sweet female voice broke forth,
singing:

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singing to piano accompaniment a selection from

Bizet's "Les Pêcheurs de Perles," that char-
ming song "Je crois entendre encore." The
voice was full of rich melody, and had evidently
been trained. Was it, I wondered, that of my
mysterious wife?

The two men at last tossed away their cigar
ends and entered the house; thus I became en-
couraged to approach closer, cross the lawn and
peep through one of the side windows of the
drawing-room. It was, I saw, a long, low, old
room, comfortably furnished in a bygone style.
Across the ceiling were great oaken beams, dark
and mellow with age, while most of the furniture
dated from the early part of the century. Fully
a dozen people were there, but as I peered around
I was disappointed not to see my love. I had
risked detection and discovery to obtain sight of
her, but she was not present, neither was her
cousin Nora. Most of the guests seemed smart
people, judging from the women's toilettes,
and all were talking about with the air
of business which overcomes one after
a good dinner. Dancing had ended, and as
I watched, a young, dark-haired girl approach-
ed the piano, and at somebody's suggestion
commenced to sing a song by which I knew
that she was French. It was a song familiar
to me in the days when before entering the
hospital school I had lived in Paris, that ditty so
popular in the cabarets of the Montmartre.

"Ta-tan-tan, les p'tits d'yeux," she sang
merrily, and with a knowledge of French among
the guests was not, as is so often the case, a
pretence, for they laughed heartily at the
comic expressions, and grinned when there was
anything particularly "risqué." It was certainly
not the song for a drawing-room, and the
fact that it had been demanded showed plainly
that the company was not a very prudish one.
But alas! Society has sadly degenerated during
the past decade. Ten years ago music-halls
were regarded as palaces of Satan, full of red-
head and low morals, and nowadays no respect-
able woman would care to spend an even-
ing at the music-hall, and mothers do not
hesitate to take their daughters to hear songs
calculated to bring a blush to the face of a
virtuous girl.

How is it that at the end of this century re-
spectable women ape the dress, the manners,
and even the slang of the "demi-monde"? To
be fast is to be chic—a fact which is surely to be
regretted by those who still hold the English-
woman as the pure type of all that is sweet and
adorable. It seems to me very much as though
promenade of Avenue, the line dividing the
"moude" from the "demi-monde" is so fine as to
be almost indistinguishable. The smart
woman of to-day is not very far removed from
those unfortunates of her sex whom she calls
"creatures," yet whose modes in skirts and mil-
linery she is so fond of imitating; whose career
she will devour in fiction, and whose argot, the
argot of the bar, the restaurant, and the night-
club, is fast creeping into her vocabulary.

Smartness is almost invariably a synonym for
the manners of a "cocotte."

I peered in through those windows, eager for
a glimpse of Beryl. Surely she was not like
those others? No, I recollected her calm dignity
and sweet grace when I had spoken to her.
She, at least, was high-minded and womanly.
I was glad she was not there to hear that song.

The singer sat down, having finished amid
roars of laughter, and then the conversation
was resumed; but at that instant I became
conscious of someone passing near me, and had
only just time to draw back into the shadow and
thus escape observation. It was one of the
guests, a man who lounged slowly along, the
glowing end of his cigar shining in the dark-
ness. Alone, he was apparently full of reflec-
tions, for he passed slowly and mechanically
onward without noticing me, and I was unable to
ascertain whether he was really a guest or a
stranger who had come to the house.

The encounter, however, caused me to recede
from the house, for I had no desire to be de-
tected there and compelled to give an account
of myself. I was in shabby clothes, and if found
in the vicinity might be suspected of an inten-
tion to commit a theft.

Where was the major? He had certainly
entered there, but had escaped my vigilance by
passing through the thicket. I had been there
nearly half an hour, yet had not been able to
recollect him. The lawn on one side was
bounded by a light iron fence, beyond which
was the thick wood, and upon this fencing I
mounted and sat to rest in full view of the house
and the long windows of the drawing-room. In
the deep shadow of the trees I waited there, safe
from detections, listening to the music which
soon recommenced, and wondering what had
become of the man whom I had tried to follow.
He seemed to have avoided the house, and gone
to the opposite side of the Park.

Not far away by the great lake, tranquil in
the gloom, mirroring the stars upon its un-
ruffled surface, and disturbed only by the rustle of a
reel among the reeds, or the plaintive cry of a teal
as she made her way among the dry rushes.

I thought I would actually see into the circle
of the assembled guests, yet I was so far off
that I could only distinguish the women by the
colour of their gowns. Had Beryl returned to
join them, I wondered. I was longing for a
single glance at her dear face, that face sweeter
than any other in all the world.

A woman in a cream dress, cut low at the
neck, came suddenly to the doorway, and peered
forth into the night, as though in search of
someone, but a moment later she disappeared,
and again the piano broke forth with the pretty
minuet from "Mignon."

I had felt certain, been there almost, if not
quite, an hour; therefore I was resolved to make
a tour of the Park in an endeavour to find the
man whose suspicious movements had so in-
terested me earlier in the evening. With that
object in view I leaped down upon the lawn,
crossed it until I reached the edge of the lake,
which I skirted until I gained a rustic bridge
which crossed the tiny brook that rippled over
the stones and fell into the pool.

Of a sudden I heard a sound. It was quite
distinct, like a half-suppressed cough. I
halted in surprise, but no other movement
reached my ear. Could I have been mis-
taken? The noise seemed very human,
yet I knew that in the darkness of night
the most usual sound becomes exaggerated and
distorted. Therefore, reassured, I continued
my way by the narrow unfrequented path, which,
leaving the lake-side, struck across the Park
and led me by a stile into a dark belt of wood.

Scarcely had I entered it, however, when I
heard human voices, distinctly. I halted and
listened. An owl hooted weirdly, and there was
a dead silence.

I wondered whether the persons I had sur-
prised had detected my presence. I stood upon
the narrow path holding my breath, so that I
could catch every sound.

A couple of minutes passed. To me they
seemed as hours. Then again the voices sound-
ed away to the left, apparently on the edge of
the wood. Noisily I retraced my steps to the
stile, and then found that from it there ran
a path inside the iron railing, whither I knew
not. But somewhere down that path two per-
sons were in consultation.

Treading carefully so that my footsteps should
not be overheard I crept down the path until of
a sudden I caught sight of a woman's white

dress in the gloom. Then, sufficiently close to
overhear, I halted with strained ears.
I was hidden behind a high hazel-bush, but
could just distinguish, against that reddish glare
which shines in the sky of the outskirts of
London on a summer's night, two silhouettes,
those of a man and a woman. The former had
halted and was leaning against the railing,
while the latter, with a shawl twisted about her
shoulders, stood facing him.

"If you had wished you could certainly have
met me before this," the man was grumbling.
"I've waited at the stile there a solid hour.
Besides, it was a risky business with so many
people about."

"I told you not to come here," she answered,
and in an instant I recognised the voice. They
were the sweet, musical tones of the woman who
was my wife.

"Of course," laughed her companion, sar-
donically. "But you see, I prefer the risk." And
I knew by the deep note that the man who
stood by her was the major.

"Why?" she inquired. "The risk is surely
mine in coming out to meet you!"
"Bah! Women can always make excuses,"
he laughed. "I should not have made this ap-
pointment if it were not imperative that we
should meet."

"Well?" she sighed. "What do you want
of me now?"
"I want to talk to you seriously."

"With the usual request to follow," she ob-
served wearily. "You want money, eh?"
"Money? Oh no," he said with bitter
sarcasm. "I can do without it. I can live on air,
you know."

"That's better than prison fare, I should have
thought," she answered grimly.
"Ah, now, my dear, you're sarcastic," he said,
with a touch of irony. "That doesn't become
you."

"Well, tell me quickly what you want and
let me get back, or they will miss me."

"You mean that your young lover will want
to know with whom you've been flirting, eh? Well,
you can mislead him again as you've done
many times before. What a fine thing it is to
be an accomplished liar. I always envy people
who can lie well, for they get through life so
easily." He spoke in a familiar tone, as though
he held her beneath an influence that was
irresistible.

"I am no liar," she protested quickly. "The
lies I have been compelled to tell have been at
your own instigation."

"And to save yourself," he added, with a dry,
harsh laugh. "But I didn't bring you here for
an exchange of compliments."

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SWATOW, AMOY & TAMSUI	FORMOSA	Brit. str.	—	S. Alami	On 30th inst. at Daylight.	On 30th inst. at Daylight.
SWATOW, AMOY & TAMSUI	MAIDZURU MARU	Jap. str.	—	Pinayson	On 30th inst. at Daylight.	On 30th inst. at Daylight.
SWATOW, AMOY & TAMSUI	ANING MARU	Jap. str.	—	Holms	On 30th inst. at Daylight.	On 30th inst. at Daylight.
SAMARANG & SOERABAYA	NANCHANG	Brit. str.	—	G. E. P. Cook	On 30th inst. at Daylight.	On 30th inst. at Daylight.
MANILA	ASTRAKHA	Brit. str.	—	Wignall	On 30th inst. at Daylight.	On 30th inst. at Daylight.
MANILA	SHINANO MARU	Jap. str.	—	Pennafeller	On 30th inst. at Daylight.	On 30th inst. at Daylight.
MANILA, CEBU & HOLLAND	LOONGSANG	Brit. str.	—	Geo. T. Blackland	On 30th inst. at Daylight.	On 30th inst. at Daylight.
MANILA	BERGALDA	Brit. str.	—	J. G. Olfert	On 30th inst. at Daylight.	On 30th inst. at Daylight.
SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str.	—	G. Matcovich	On 30th inst. at Daylight.	On 30th inst. at Daylight.
SINGAPORE & BOMBAY	MELBORNE	Aus. str.	—			

SHIPPING.

ARRIVALS.
Sept. 24, FREIGHT, British str., 959, J. Gordon, Liverpool, 24th September and Hallow 2nd, General, JAMES & CO.
Sept. 25, SHINANO MARU, Japanese str., 3460, G. E. P. Cook, Nagasaki 25th September, General, NIPPON YUSEN KAISHA.
Sept. 25, HALONG, British str., 781, H. Bathurst, Swatow 24th September, General, DOUGLAS LAFRAIK & CO.
Sept. 25, KACHIDATE MARU, Japanese str., 2143, Fushiki, Kutchineta 24th Sept., Coals—MITSUBI BUSSAN KAISHA.
Sept. 25, IYEMORU, German str., 1238, G. Heermann, Moll 22nd Sept., General, SHENSON & CO.
Sept. 25, KEBER, British str., from Penang, Swatow 24th Sept., BERTH, SHENSON & CO.
Sept. 25, ELZ, British str., 2155, F. S. Hill, Kanton 19th September, Coals—MITSUBI BUSSAN KAISHA.
Sept. 25, LOYAL, German str., 1257, Lorenzen, Bangkok 15th September, Rice—SANDER, WILDER & CO.
Sept. 25, MAIR, German str., 1779, P. Heumann, Java 15th September, Sugar, JENSEN & CO.

CLEARANCES.

At the Harbour Master's Office, 25th September.
Taisan, Amr. str., for Hongkong.
Togelhof, Amr. str., for Port Townsend.
Peter Wilkerson, German ship, for Portland.
Cherchou, British str., for Amoy.
Fragosa, German str., for Tientsin.
Hollup, British str., for Swatow.
Hendatta, British str., for Shanghai.
Kusanagi, British str., for Singapore.
Jihonan, Jap. str., for Kutchineta.

DEPARTURES.

Sept. 24, BOMBAY, British str., for Shanghai.
Sept. 25, CLARA, German str., for Hallow.
Sept. 25, TAMSUI, British str., for Shanghai.
Sept. 25, PINE, British str., for Amoy.
Sept. 25, TAIYU, Amr. str., for Sydney.
Sept. 25, CLAVUS, British str., for London.
Sept. 25, HAKING, British str., for Swatow.
Sept. 25, BEXOLMA, British str., for Shanghai.
Sept. 25, HOKKAI MARU, Jap. str., for Kutchineta.
Sept. 25, KUSANAGI, British str., for Calcutta.

VESSELS IN DOCK.

At the Harbour Master's Office, 25th September.
Kong Bong, Amr. str., for Hallow.
Amir, Amr. str., for Hallow.
Amir, Amr. str., for Hallow.
Amir, Amr. str., for Hallow.

SHIPPING REPORTS.

The British steamer *Freight*, from Hallow, 21st Sept. and Hallow 23rd, had moderate N.E. and E. winds and fine weather throughout.
The German transport *Gera*, which arrived here on the 24th inst., reports that on the 20th inst. she passed the sailing vessel *E. C. Rickmers*, and the Captain wished to be reported all well.
The British steamer *Hallow*, from Amoy 23rd Sept. and Swatow 24th, had fresh N.E. wind and sea and clear weather from Swatow to port. Master of Amoy—British *Loz*, German *Bassan*, one Japanese and British steamer *Orcell*. At Swatow—Steamers *Pukhoi*, *Daphne*, *Tonoda*, *Palawan* and British cruiser *Mohawk*.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
Norwood, British ship, Thos. Roy.—Order.
Peter Rickmers, German ship, Scholer.—Arnhold, Karberg & Co.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.
FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
THE Company's Steamship.
"LAOS."
Captain Flamin, will be despatched for the above ports on or about SATURDAY, the 29th inst.
For Freight or Passage, apply to G. DE CHAMPEAUX, Agent.
Hongkong, 24th September, 1900.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW.
THE Company's Steamship.
"THALES."
Captain Robson, will be despatched for the above port TO-DAY, the 26th inst., at 11 A.M.
For Freight or Passage, apply to DOUGLAS LAFRAIK & CO., General Managers.
Hongkong, 24th September, 1900. [2497]

FOR MANILA.

THE Steamship.
"AUSTRALIAN."
Captain Helms, will be despatched for the above ports TO-MORROW, the 27th inst., at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 11th September, 1900. [2384]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship.
"AUSTRALIAN."
Captain Helms, will be despatched for the above ports TO-MORROW, the 27th inst., at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
The Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Passage, apply to GIBB, LIVINGSTON & CO., Agents.
Hongkong, 11th September, 1900. [2393]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI.
THE Company's Steamship.
"KALGAN."
Captain Laver, will be despatched as above TO-MORROW, the 27th inst., at DAYLIGHT.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 25th September, 1900. [2492]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship.
"CATHERINE APCAR."
Captain J. G. Olfert, will be despatched for the above ports on SATURDAY, the 29th inst., at 3 p.m.
For Freight or Passage, apply to DAVID SASSON, SONS & CO., Agents.
Hongkong, 22nd September, 1900. [2474]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship.
"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 30th inst., at DAYLIGHT.
For Freight or Passage, apply to THE MITSUBI BUSSAN KAISHA, Agents.
Hongkong, 24th September, 1900. [15]

HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.

(FREIGHT SERVICE). (FREIGHT SERVICE).
Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
SAXONIA. HAVRE, BREMEN and HAMBURG. On 8th Oct. Freight.
Capt. Jager. via COLOMBO. (London with transshipment in Hamburg).
ASTORIA. NEW YORK via SUEZ CANAL. (About 15th Oct.) Freight.
Capt. Hildebrandt. (London with transshipment in Hamburg).
BAHREIG. HAVRE & HAMBURG. (About 23rd Oct.) Freight.
Capt. Jacobs. (Havre & Hamburg).
SARNA. HAVRE & HAMBURG. (About 31st Oct.) Freight and Passage.
Capt. Schlaefke. (London with transshipment in Hamburg).
KONIGSBERG. HAVRE & HAMBURG. (About 10th Nov.) Freight and Passage.
Capt. Schulder. (London with transshipment in Hamburg).
These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.
For further particulars as to Freight, Passage, etc., apply to CARLOWITZ & CO., AGENTS.
HAMBURG-AMERIKA LINE. NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.
Hongkong, 21st September, 1900. [13]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).
PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.
STEAMERS. DESTINATIONS. SAILING DATES.
HAKATA MARU. KOBE and YOKOHAMA. FRIDAY, 29th Sept., at DAYLIGHT.
P. L. Sommer. SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY and BRISBANE. FRIDAY, 28th Sept., at 4 p.m.
SHINANO MARU. SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY and BRISBANE. FRIDAY, 28th Sept., at 4 p.m.
BINGO MARU. KOBE and YOKOHAMA. FRIDAY, 5th Oct., at DAYLIGHT.
F. K. Davies. ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.
AWA MARU. KOBE and YOKOHAMA. FRIDAY, 12th Oct., at DAYLIGHT.
N. Trent. NAGASAKI, KOBE and YOKOHAMA. THURSDAY, 18th Oct., at NOON.
KASUGA MARU. HAKATA MARU. FRIDAY, 19th Oct., at DAYLIGHT.
J. W. Wale. ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.
TAMBA MARU. THURSDAY ISLAND, TOWNSVILLE, KEPPEL BAY and BRISBANE. FRIDAY, 26th Oct., at 4 p.m.
A. E. Moses. MANILA, SYDNEY and MELBOURNE.
Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamships.
For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Cluster Road. A. S. MIHARA, Manager.
Hongkong, 22nd September, 1900. [12]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY. SPEED. PUNCTUALITY.
Twin Screw Steamships—5,000 Tons—10,000 Horse-Power—Speed 19 knots.
PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).
"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.E. WEDNESDAY, 26th Sept., 1900.
"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.E. WEDNESDAY, 24th Oct., 1900.
"EMPEROR OF INDIA" Comdr. O. P. Marshall, U.S.N. WEDNESDAY, 21st Nov., 1900.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with a PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 2, 6, 9, and 13 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE of its TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.
THE DINING CARRIAGES MOUNTAIN HOUSES of this route are owned and operated by the Company, and their appointments and cuisine are unequalled.
For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedlar Street.
Hongkong, 30th August, 1900.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LEGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 3rd October.
SACHSEN	WEDNESDAY 17th October.
OLDENBURG	WEDNESDAY 31st October.
BAYERN	WEDNESDAY 14th November.
STUTTGART	WEDNESDAY 28th November.
KONIG ALBERT	WEDNESDAY 12th December.
PRINZ HEINRICH	WEDNESDAY 26th December.
PRINZESS IRENE	WEDNESDAY 9th January, 1901.
PREUSSEN	WEDNESDAY 23rd January, 1901.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 6th February, 1901.
SACHSEN	WEDNESDAY 20th February, 1901.
KLAUSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 6th March, 1901.

ON WEDNESDAY, the 3rd day of October, 1900, at Noon, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINE, Captain Krech, with MALES, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on MONDAY, the 1st October. Cargo and Specie will be received on Board until 5 p.m. on TUESDAY, the 2nd October, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 2nd October. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 21st September, 1900.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	MALTA	About 27th Sept.	Freight or Passage.
	F. J. Cole		
LONDON &c.	CLYDE	Noon, 29th Sept.	See Special Advertisement.
	A. L. Valentini		
YOKOHAMA VIA NA (ROHILLA)		About 29th Sept.	(Passing through the Inland Sea.) Freight or Passage.
GASAKI & KOBE (C. H. S. Toque, R.N.E.)			
LONDON	MALACCA	About 4th Oct.	Freight or Passage.
	E. G. Andrews		
SHANGHAI & JA (SOCOTRA)		About 6th Oct.	Freight or Passage.
PAN	T. H. Hilde, R.N.E.		

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 25th September, 1900.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing
QUEEN ADELAIDE	2,832	F. McNair	September 29
VICTORIA	3,502	J. Panton	October 15
BRAXEAR	3,602	W. Watt	November 10
DUKE OF FIFE	3,852	J. S. Cox	November 24

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table, Doctor and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 418. The Railroad travelling is second to none on the American Continent; two Trans-continental trains daily from Tacoma; Dining Car is attached to Trans-continental trains; day and night, TACOMA to NEW YORK in 44 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA AND TACOMA, 435. The best route to the Klamath Gold Fields. Frequent sailings from VICTORIA and TACOMA to DYNA and ST. MICHAEL. Rates of Passage to other Points on application. A Special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to

DODWELL & CO., LIMITED, General Agents.

Hongkong, 26th September, 1900.

SAIL TO NEW YORK.

THE Sailing Vessel "SACHEM" will sail for the above port on or about 30th September, 1900.

For Freight, apply to SHEWAN, TOMES & CO., Agents.
Hongkong, 17th September, 1900. [2429]

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"ALCINOUS." Captain Fulford, will be despatched as above on TUESDAY, the 2nd October. For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 20th August, 1900. 2278

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship.

"PATROCLOS." Captain Dickens, will be despatched as above on TUESDAY, the 16th October. For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th September, 1900. [2474]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 23, at Noon.

COPYIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 17, at Noon.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON THURSDAY, the 27th September, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th September, 1900. [4]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Twin Screw Steamship

"SHINANO MARU."

(6,000 tons gross, Captain G. E. P. Cook) will be despatched for the above port on FRIDAY, the 28th instant, at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to

A. S. MIHARA, Manager.

Hongkong, 20th September, 1900. [246]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CLYDE"

Captain A. L. Valentini, carrying Her Majesty's Mail, will be despatched from this Port on Monday on SATURDAY, the 25th September, 1900, at Noon, taking passengers and cargo for the above port.

Ships and Valuable, all cargo for France, and Two for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

A. M. MARSHALL, Acting Superintendent.

Hongkong, 17th September, 1900. [1]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, CEBU AND ILOILO.

THE Company's Steamship

"K'IFONG"

Captain Pennefather, will be despatched as above on SUNDAY, the 30th inst., at DAYLIGHT.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th September, 1900. [2493]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS

in CHINA AND JAPAN for the above Lines

are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CELANA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"NANCHANG"

Captain Finlayson, will be despatched as above on SUNDAY, the 30th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1900. [2475]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 6, 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Oct. 30, 1900, at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Nov. 24, 1900, at Noon.

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 6th October, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 14th September, 1900. [5]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 8th October, 1900, at 1 P.M., the Company's Steamship

"INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLES via BOMBAY.

This Steamer connects at COLOMBO with the M. Polytechnique, which vessel takes on her Passengers and Mails, leaving that port on the 20th October, direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 7th October. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 25th September, 1900. [2]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 3rd Oct., at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA, Agents.

Hongkong, 19th September, 1900. [1443]

VESSELS ON THE BERTH

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"MARIA DE LARRINAGA"

will be despatched for the above port on or about the 6th October, 1900.

For Freight, apply to

DODWELL & CO., Ld., Agents.

Hongkong, 21st September, 1900. [2472]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Oct. 13, 1900, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Nov. 8, 1900, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 4, 1900, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU ON SATURDAY, the 13th October, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

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For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th September, 1900. [3]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ANAPA"

will be despatched for the above port on or about the 20th October, 1900.

For Freight, apply to

SHEWAN, TOMES & CO., Agents.

Hongkong, 25th September, 1900. [2497]

HONGKONG STEAMERS.

Amigo, German str., 771, Bendixen, Sept. 19.

Jelison, British str., 1,780, Helms, Sept. 23.

Gib, Livingston & Co.

Babelberg, Ger. str., 1,378, Reekmann, Sept. 21.

21, East Asiatic Trading Co.

Hamber, German str., 2,659, Jacobs, Sept. 21.

Siemens & Co.

Canton; British str., 1,101, Lawrence, Sept. 13.

Jardine, Matheson & Co.

Catherine Apear, Brit. str., 1,730, Olifent, Sept. 21.

David Sassoon, Sons & Co.

Cymbeline, British str., 2,150, Edward, Sept. 24.

Standard Oil Co.

D phne, German str., 1,290, Nissen, Sept. 25.

Siemens & Co.

Elm Branch, British str., 2,165, Illif, Sept. 25.

M. B. Kaisha

Empress of Japan, British str., 5,904, Pybus, Sept. 11.

C. P. E. Co.

Feiching, British str., 989, Gordon, Sept. 24.

John & Co.

Fitzclarence, Brit. str., 2,588, Renton, Sept. 22.

Dodwell & Co., Limited

Gaelic, British str., 4,206, Finch, Sept. 19.

O. & O. S. S. Co.

Hailong, British str., 783, Bathurst, Sept. 23.

Douglas Lapraik & Co.

Kachidate Maru, Jap. str., 2,143, Fusaki, Sept. 25.

M. B. Kaisha

Kalg, British str., 1,158, Laver, Sept. 22.

Butterfield & Swire

Kong Beng, German str., 862, Fuchs, Aug. 23.

Butterfield & Swire

Legaspi, American str., 563, Yrizer, Sept. 23.

Order

Loyal, German str., 1,237, Lorenzen, Sept. 25.

Sander, Wielder & Co.

Lyemson, Ger. str., 1,238, Heuermann, Sept. 25.

Siemens & Co.

Marie Johnson, Ger. str., 1,700, Hammett, Sept. 25.

John & Co.

Nanchang, Brit. str., 1,060, Finlayson, Sept. 24.

Butterfield & Swire

Penarth, British str., 1,950, West, Sept. 14.

British Government

Phra Chom Kiao, Brit. str., 1,012, Fowler, Sept. 19.

Butterfield & Swire

Progress, German str., 637, Brandt, Sept. 21.

Siemens & Co.

Queen Adelaide, Brit. str., 1,835, McNeil, Sept. 20.

Dodwell & Co., Limited

Shinano Maru, Jap. str., 3,060, Cook, Sept. 24.

Nippon Yusen Kaisha

Skarpene, Norw. str., 1,024, Tolleson, Sept. 12.

Sander, Wielder & Co.

Sungking, British str., 1,021, Robinson, Sept. 23.

Butterfield & Swire

Taisang, British str., 1,544, Wilde, Sept. 24.

Jardine, Matheson & Co.

Taishun, Amr. str., 1,216, Pattison, Sept. 23.

Chinese

Taisang, British steamer, 977, Kent, Sept. 21.

Jardine, Matheson & Co.

Thales, British str., 826, Robson, Sept. 23.

Douglas Lapraik & Co.

Triton, German str., 1,033, Schlaikier, Sept. 21.

Siemens & Co.

SAILING VESSELS.

Benjamin Sewall, American ship, 1,345, Smale, Sept. 23.

Order

Bittorn, British str., 399, Askin, Aug. 28.

Siemens & Co.

Hamburg, British ship, 1,649, Caldwell, Aug. 30.

Standard Oil Co.

Mannell Llaguno, Amr. ship, 1,650, Small, Aug. 6.

Standard Oil Co.

Norwood, British ship, 1,388, Roy, July 31.

Order

Peter Dickmers, Ger. 4m. ship, 2,751, Scholer, Aug. 11.

Standard Oil Co.

President, British bark, 759, Munro, Aug. 24.

Siemens & Co.

Saehon, Amr. bark, 1,297, Nickles, July 13.

Standard Oil Co.

Sarane, Amr. bark, 858, Bartaly, Aug. 15.

Standard Oil Co.

Stanfield, British bark, 562, Wilson, June 22.

Order

Topgallant, Amr. bark, 1,200, Sunvaldt, Aug. 31.

Order

TO LET.

TO LET, UNFURNISHED.

NO. 6, CAMERON VILLAS, the PEAK.

For Terms and Particulars, apply to—

R. C. WILCOX,

8, Beaconsfield Arcade, Hongkong, 25th September, 1900. [2490]

"THE EYRE."

AT the

